

Whose pockets are we, the flying public, going to line this time? It is evident that we are dealing with Louisiana politics at it's best. The last time the Levee Board made a decision this large was the bastardization of the Bridges that go nowhere at Lakefront Airport. The original plan called for one bridge, one bid, and one contractor; for the purpose of access and Hurricane evacuation. The last time I checked, the underpass at Downman Road still floods. What we got was two bids, two bridges, two contractors and a road system that was designed on Sesame Street. The only way out of the airport is the "u-turn" at Millionair which is on a road that floods on occasion and was constructed originally as an access road. (one lane, one stop sign no lights.)

Look at the original purpose of the flowage fees. These were supposed to pay-off the debt incurred for the fuel farm that was constructed to alleviate the EPA burden from the Fixed Base Operators. Fine. How many times do we have to pay it off? Also, the widening of the main road (which was subsequently built where the individual fuel farms were) sure does help to get gamblers to Bally's Casino and the Harbor that was constructed on reclaimed land that the airport doesn't enjoy the use of.

One landing at Lakefront Airport on runway 36L will definitely be a wake up call as to the decision making abilities of the Board. Why would any governing body chose a firm that would be paid by the depth they go in removing the bedding on reclaimed land. Another questionable Bid Process. What it needed was a resurface to repair the damage done by the high volume of operations conducted at the airport.

The problem with the AAC contract is that it gives a 50 year lease to real estate developers to come in and choke off the closest viable airport to downtown New Orleans. I am sure that AAC has done their homework and had a study done as to the long - term value of the real estate that comprises the airport. Make them do a study of the economic impact that the airport has on this, a burdened economy and what the ramifications will be if they should decide to close the airport.

Furthermore, it is my understanding that in the future a new seawall / bulkhead will be needed for the entire airport and that at one time there was a contractual requirement to providing funding for this \$30 million project. But remember, this is Louisiana, and as the unwanted, qualified bidders backed away, AAC got to bid without the requirement.

I would be interested in knowing if there is any collusion between the Current Board and the Bidders. It is definitely time to get off of the personal agendas and retirement plans and on with civic duties.

I have been on this field for 17 years and I have yet to see the Levee Board redeem themselves with a decision that was unanimously praised as foresighted and economically viable, one that served the community at large and not the local politicians and attorneys through consulting fees and studies.

Scrap the whole process and start over with active participation by the FAA, AOPA, NBAA, NATA and all the other groups along with a user group from Lakefront Airport. It is ours. It is our livelihoods. Put everything on the table, and let's do this responsibly. If nothing else, extend the comment period - indefinitely, until this mess can be sorted out to the mutual satisfaction of all parties involved.

Finally, who is going to man the fire trucks. Will we have adequately trained personal or will it be a nephew of a board member who will be on the dole driving the trucks that the public depends on for fire/rescue services.